/380 cont./

369 505 439 groundnut before exportation has given Dakar an undisputed advantage over Kaolack. In 1957 the exports of groundnut products (shelled groundnuts, oil cake, oil), which represented only about a twentieth of the total traffic of merchandise in the port of Dakar, was more than the total of the import and export traffic of Kaolack (292,000 metric tons as against 220,000 metric tons). In any case neither Kaolack nor Ziguinchor, both located on rivers which are difficult to enter because of the shifting banks of sand or mud, can be dangerous rivals in any way for Dakar, which, because of this, practically thrusts itself on all of Senegal, Mauritania, and the Sudan. On the other hand, Dakar dominates from afar the three other large maritime ports of former French West Africa, Conakry, Abidjan, and Cotonou, whose total traffic in 1957 equaled only about three-fifths of the traffic of Dakar.

369 [433] But even though the port is the basic instrument of the power of Dakar, there are other additional elements that reinforce this power.

369 509 [487] First there is the place that Dakar occupies in the sphere of aviation. Since the first direct connection with France via the Mediterranean coast of Spain, Morocco, and Mauritania (16), its role has not ceased to grow on the international plane.

16. Marcel M. Chariter, "Dakar, port aérien," op. cit., p. 84.

[508] The hydrobase of Bel-Air and the airport of Ouakam, which served the first trans-Atlantic airplanes, are outclassed today by the great airport of Yoff, which was begun in 1940. Well equipped, this airport of international class and one of the largest airports of Africa is by far the most important one in former French West Africa, accounting by itself in 1957 for a fourth of the airplanes (arrivals and departures), a third of the passengers embarking or debarking in former French West Africa, and half of the passengers in transit. For certain directions, such as South America, the passengers from all of West Africa must embark at Dakar.

22: Winterbotham et al. K-4 (no date) 1944 MSS7 Senegal MS 37

36 towns as Boutilimit and Aleg. There is also a track that runs south-
[491] south-westwards to Yang-Yang. For half the year there is a bus
[494] service twice a week to St. Louis in one direction and to Kidira in the other. 1/1

[131] [162] TAMBACOUNDA (13° 45′; 13° 39′ W.). Altitude, 148 feet. Population, *c.* 4,000. Provincial headquarters. Medical post. Police headquarters. Landing-ground. Wireless station. Hotel. Garage.

[491] [496] [248] On a slight eminence above a marshy tributary of the Sandougou, Tambacounda is of considerable importance as a route centre. It is not only a road junction but also the most southerly point in Senegal of the Dakar–Niger railway. Near the town is a sisal plantation.

The hotel is open only from December to May.

[496] [491] By rail Tambacounda is 285 miles from Dakar, 111 miles from Kidira, and 170½ miles from Kayes. One intercolonial road runs westwards to Kaolack (188 miles), Thiès (295 miles), and Dakar (339 miles); another north-eastwards to Nayes (121 miles) and Kayes (176 miles); and a third southwards to Diabougou (25 miles) and ultimately to Labé (288 miles). Before the war Tambacounda was
[509] connected to Dakar and Bamako by a weekly air service operated by Air France.

[131] [162] [197] THIÈS (14° 49′; 16° 52′ W.). Altitude, 207 feet. Population, 15,451. Mixed Commune. Provincial headquarters. Medical post. Barracks. Police headquarters. Landing-ground. Regional School. Roman Catholic mission. Power station. Hotels. Garages. Railway workshops. Cinemas. Daily market.

[498] [438] Since the opening of the railway in 1885 Thiès has grown from a collection of native huts to a large town. The railway workshops employ many hundreds of men, and the market handles considerable quantities of ground-nuts. The town has been built on a slope that declines gently east and north-east to a small stream. The old Fort Faidherbe is still standing, and there is a big Roman Catholic church.

[496] [491] *Communications.* Thiès is a railway junction, being 43½ miles from Dakar, 119½ miles from St. Louis, and 352½ miles from Kidira. It is also a meeting-place of intercolonial roads. One of these comes from Dakar (44 miles) and goes on to St. Louis (124 miles), while the other branches east to Kaolack (107 miles), Nayes (416 miles), and Kayes (471 miles). There are several minor roads, notably one going
[494] south to M'Bour. Along this road there is a regular bus service, with two buses each weekday in either direction.

1/1 [From the Town of Podor -- Analyst]

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37
St. Louis

30 yards. Immediately east of it is the Place St. Germain, on the south-west side of which stands the main railway station. 361

The western side of the Langue de Barbarie has been reinforced by groynes and a sea-wall.

The town as a whole is well planned, and it has many shops and offices.

Trade

The chief exports are oil-seeds and skins. Imports are mainly manufactured goods. In 1937 the former weighed 30,400 tons and were valued at 31,600,000 francs (£253,990), and the latter weighed 8,300 tons and were valued at 11,900,000 francs (£95,640). 439

Description of Port

Anchorages. Outside the bar at the river mouth there is anchorage in 9–11 fathoms. Inside it there is again a depth of 11 fathoms, which gradually decreases until it is 5 fathoms just below Faidherbe Bridge. 504 [133]

Quays. The principal quays are on the east side of the island. North Quay (Plate 115), above Faidherbe Bridge, is 1,050 feet long, and South Quay, below it, is 1,770 feet long with an alongside depth of 12 fathoms. At the harbour station in Sor there is a jetty 600 feet long with a wharf at its head. There are four small piers on the island, whose positions are shown in Fig. 53.

Equipment. There is a steam crane some 600 yards above the North Quay and a slipway a little higher still. Minor repairs can be effected, but facilities are generally poor.

Fuel. A small stock of coal is kept, but no oil.

Communications

Rail. There are three railway stations (p. 467) in Sor, and the main station is the terminus of the line to Dakar (Route 1). 498

Road. The intercolonial road to Thiès (124 miles) and Dakar (168 miles) starts from the Place St. Germain and then turns south when clear of the goods station. At this point the Imperial road branches off north-east to Rosso (66 miles) and ultimately to Tindouf (1,315 miles). There is a bus service twice a week to and from Matam and Nayes. 491 494

Air. The airfield is 3½ miles north-east of Place St. Germain. Its surface is hard clay and it has one hanger. In normal times there is a weekly Air France service to Dakar. 508 509

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37 Dakar

504 small piers and a slipway. A quarter of a mile south of the slipway are the naval oil-fuel tanks, which are at the northern end of the dockyard. This has, among other works, a large basin and a dry [498] dock, and behind it are the railway goods station and workshops. Just beyond its southern corner is the main station, but extensions of the line run on to the wharfs. On the south side of the harbour are the three principal commercial basins, separated from each other by moles. The easternmost of these is the South Jetty, at the northern [502] end of which is another light, only 275 yards from the end of North Jetty.

From Dakar point a breakwater runs for 1,000 yards south-east and east.

Alongside depths vary from 21 feet at No. 1 Mole to 34 feet at No. 8 Mole, and the total length of quays and oiling berths, apart from those in the dockyard, is 13,861 feet.

Warehouses. There are warehouses on No. 1 Mole, No. 2 Mole, and No. 3 Mole, and all along the south side of the harbour.

Equipment. The dry dock is 656 feet long and 93 feet wide and can be divided into two parts. There are numerous cranes of all types, including floating cranes. The two largest of these are each of 125 tons. Repair facilities are good, and the port is well supplied with tugs, launches, and lighters.

Fuel. The commercial oil-fuel tanks are on the south shore of Hann bay. Behind them is a goods station. Additional naval oil tanks are farther north-west. A pipe-line connects the commercial tanks to the oil berths at the end of North Jetty. Coal is stored on [439] No. 8 Mole. It is very largely imported from South Wales. Good stocks of both fuels are normally held.

Communications

498 *Rail.* Dakar is the terminus of the railway from Thiès and St. Louis (Route 1). From Thiès Route 2 runs to Kidira (396 miles) and ultimately to Koulikoro (801 miles). The main station is at the south-east corner of the harbour, close to the dockyard.

491 *Road.* It has already been stated that the intercolonial road runs north from the end of Avenue Gambetta. It follows the curve of Hann bay to Rufisque (15 miles) before going to Thiès (44 miles). A minor road leads north-westwards to Ouakam (5 miles) and Yof (8 miles). There are also other minor roads.

508 *Air.* The airport lies nearly 5 miles north-west of the main town, 509 and has hangars and workshops. In 1939 Dakar was on the Air France

22:Winterbotham et al. K-4 (no date) 1944 M537 Senegal MS 37

[DAKAR]

route from Paris to Santiago and was also the terminus of local services to Bamako and to St. Louis. The Aéromaritime company used to run flying-boat services to Conakry, Abidjan, Lagos, Douala, and Pointe Noire.

Wireless. The broadcasting station is near Madeleines bay, 700 yards north-west of the cathedral. A small station, transmitting to ships, is on Bel Air point.

Cable. Dakar is connected by cable to Casablanca, to Brest, to Fernando Noronha (Brazil), and to Conakry. The two latter cables are landed in the south-west of Bernard bay, not far from the Pasteur Institute. There is, however, a telephone cable to Goree island. This is landed on the north-west shore of the same bay.

Shipping. Lines normally serving the port include the following: America West African, Bull, Chargeurs Réunis, Elder Dempster, Fabre, Fraissinet, Gdynia America, Hamburg-Bremen, Holland West Afrika, Italia, Lloyd Triestino, Maurel et Prom, Messageries du Sénégal, Navigazione Generale Italiana, Société Générale des Transports, Société Maritime Belge des Transports, and Société Navale de l'Ouest.

Coasting vessels sail regularly for Port Etienne, St. Louis, Kaolack, and Ziguinchor.

GOREE (14° 39′; 17° 23′ W.). Population, 714. Custom-house. Barracks and military hospital.

The rocky island of Goree (Plate 112) has an area of 138 acres. The first Europeans to land on it were the Portuguese in 1445, and since then it has had a chequered history, which has been told elsewhere in these volumes.

Most of the centre of the island is occupied by buildings, and in the south there is the old fort. In the extreme north is a large lime-kiln.

The only source of water is an artesian well in the fort.

Trade. Trade is now limited to the ordinary requirements of the islanders, and traffic to taking them and their goods to and from the mainland.

Harbour. In the north-east of the island there is a little bay where there are three jetties, only one of which (Plate 121) is now in use. The depth at its head is 10 feet.

RUFISQUE (14° 41′; 17° 12′ W.). Population, 19,764, including 180 Europeans. Full Commune. Custom-house. Medical post. Barracks. Police headquarters. Power station. Hotel. Garage.

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

[KAOLACK]

(33 miles) and Medina (50 miles), and a third west to Foundiougne (32 miles). 36 [491]

Air. The airfield is 1 mile north-east of the town. [508]

Wireless. The wireless station is in the centre of the town. [206]

Shipping. Boats of the Messageries du Sénégal line call regularly, and the Compagnie de Navigation Paquet maintains a weekly service with Foundiougne, Bathurst, and Dakar. [505]

ZIGUINCHOR (12° 32′; 16° 21′ W.). Population, 6,070. Mixed Commune. Headquarters of the Casamance Territory and of the Province of Ziguinchor. Custom-house. Magistrate's Court. Chamber of Commerce. Hospital and maternity home. Police headquarters. Meteorological station. Emergency landing-ground. Wireless station. Roman Catholic mission. Garages. Daily market. [131] [162] [743]

The first large piece of firm ground upstream from the mouth of the Casamance is nearly 42 miles from the sea, and it is here, on the left bank, that Ziguinchor stands. The depth of the river is 6 fathoms. Jetties have been built at right angles to the waterfront, partly to counteract silting, and ships drawing 15 feet can go alongside them. The quays have a total length of over 3,000 feet and the warehouses a total capacity of some 25,000 tons. There are no cranes, all goods being manhandled. [504]

There is a considerable variety of exports, including ground-nuts, fruit, rice, palm oil, palm kernels, cotton, tobacco, sisal, and hides, but imports are chiefly manufactured goods and building materials. In value of trade Ziguinchor comes between Foundiougne and Rufisque. [439]

Communications

Road. The river is crossed by a ferry, and a colonial road leads north to Bignona (16 miles) and then east to Sedhiou (74 miles) and Kolda (136 miles). Another one goes along the south bank of the Casamance, also to Kolda (130 miles). Minor roads lead south to the frontier of Portuguese Guinea and south-west to Oussouye and Diembering. [491]

Air. Seaplanes can alight in the river, and there is a weekly Aéromaritime service to Bathurst and Dakar. The landing-ground is 1½ miles south of the town. [509]

Wireless. The two wireless stations are housed in the same building. [206]